

# The Hongkong Telegraph.

No. 3373

TUESDAY, FEBRUARY 14, 1893.

SIX DOLLARS  
PER QUARTER

## BANKS.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL ..... \$3,000,000  
CAPITAL CALLED UP ..... \$1,000,000  
RESERVE FUND ..... \$2,000,000

BOARD OF DIRECTORS:  
Wm. Kewick, Esq., Chairman.  
Adolf von Andr. Esq., F. D. Sassoon, Esq.,  
Egbert Iveson, Esq., H. D. Stewart, Esq.,  
David McLean, Esq.

HONGKONG COMMITTEE:  
The Hon. C. P. Chater, J. Bell, Esq.,  
H. Hopkin, Esq.

Head Office—3, Princes Street, London.  
Branches—Bombay, Calcutta, Hongkong, and  
Shanghai.  
Agents—Penang, Singapore, and Yokohama.

RATES OF INTEREST.  
ALLOWED ON CURRENT ACCOUNTS  
AND FIXED DEPOSITS, can be ascertained  
on application.

CHAMBER INCHBALD,  
Manager.  
Hongkong, 6th February, 1893. [199]

THE MERCANTILE BANK OF  
INDIA, LIMITED.

THE CHARTERED MERCANTILE  
BANK OF INDIA, LONDON  
AND CHINA.

AUTHORISED CAPITAL ..... \$1,000,000  
SUBSCRIBED ..... \$1,000,000

BANKERS:  
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT  
ACCOUNTS at the rate of 2 per cent.  
per annum on the Daily Balance.

ON FIXED DEPOSITS—  
For 12 Months ..... 4 per cent.  
" 6 " ..... 3 " "  
" 3 " ..... 2 " "

JOHN THURBURN,  
Manager, Hongkong. [192]

THE NATIONAL BANK OF CHINA,  
LIMITED.

Authorized Capital ..... \$1,000,000  
Subscribed Capital ..... \$500,000

HEAD OFFICE—HONGKONG.

Court of Directors:  
D. Gillies, Esq., Chairman.  
Chan Kit Shan, Esq., W. Watson, Esq.,  
C. J. Hirst, Esq., Kwan Hoi Chuen, Esq.,  
GEO. W. F. PLAYFAIR, Chief Manager.

Branches—London, Yokohama, Shanghai,  
Amoy and Foochow.

BANKERS:  
The Commercial Bank of Scotland,  
Farrs Banking Co., and The Alliance Bank (Ltd.)

Interest for 12 months Fixed, 5 per cent.  
" 6 " " 4 " "  
" 3 " " 3 " "

CURRENT ACCOUNTS ..... 2 " "  
Hongkong, 12th December, 1892. [18]

NEW ORIENTAL BANK CORPORATION,  
LIMITED, (IN LIQUIDATION).

PAYMENT OF FIRST DIVIDEND.

NOTICE is hereby given that a FIRST  
DIVIDEND of 20 Per Cent. will be  
PAYABLE ON APPLICATION, at the Office  
of the NEW ORIENTAL BANK CORPORATION,  
LIMITED, in LIQUIDATION, on and after the 16th  
instant, to all Creditors whose CLAIMS have  
been received and admitted.

Deposit Receipts, Bills of Exchange, &c.,  
must be handed in the Dividend can be  
paid.

E. W. RUTTER,  
Attorney for the Liquidator.  
Hongkong, 16th January, 1893. [63]

HONGKONG AND SHANGHAI BANKING  
CORPORATION.

NOTICE is hereby given that the ORDINARY  
MEETING of the SHAREHOLDERS of this Corporation  
will be held at the City Hall, Hongkong, on  
MONDAY, the 27th day of February current,  
at 11.30 o'clock A.M., for the purpose of  
receiving the Report of the Court of Directors  
together with a Statement of Accounts to 31st  
December, 1892.

By Order of the Court of Directors,  
F. DE BOVIS, Chief Manager. [182]

HONGKONG AND SHANGHAI BANKING  
CORPORATION.

NOTICE is hereby given that the REGIS-  
TERED SHARES of the Corporation  
will be CLOSED from the 15th to the 27th  
February current, (both days inclusive), during  
which period no TRANSFER OF SHARES can be  
registered.

By Order of the Court of Directors,  
F. DE BOVIS, Chief Manager. [183]

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CORPORATION.

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F. DE BOVIS, Chief Manager. [183]

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will be CLOSED from the 15th to the 27th  
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which period no TRANSFER OF SHARES can be  
registered.

By Order of the Court of Directors,  
F. DE BOVIS, Chief Manager. [183]

## INSURANCES.

THREE IMPORTANT FACTS  
ABOUT THE  
STANDARD LIFE OFFICE.

1.—HALF A MILLION STERLING per  
annum is being paid in Death claims  
year by year.

2.—THE FUNDS IN HAND amount to up-  
wards of Seven Million pounds Sterling  
and have increased 50 per cent. in the  
last 15 years.

3.—THE LIVES who die are annually replaced  
by more than double the number of new,  
carefully selected lives.

DODWELL, CARLILL & Co.,  
Agents, Hongkong.

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SOUTH BRITISH FIRE AND MARINE  
INSURANCE COMPANY OF  
NEW ZEALAND.

THE Underigned are prepared to accept  
FIRE AND MARINE INSURANCES on  
favourable terms.  
Current rates, and a guaranteed Bonus equal  
to that paid by the local Offices.

S. J. DAVID & Co.,  
Agents.

Hongkong, 1st November, 1892. [189]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED.)

CAPITAL, TAELS ..... \$333,333.33  
EQUAL TO ..... \$333,333.33  
RESERVE FUND ..... \$318,000.00

BOARD OF DIRECTORS.  
LEE SING, Esq., LO YUEN MOON, Esq.,  
LEE SING, Esq., LO YUEN MOON, Esq.,

MANAGER—HO AMEL.

MARINE RISKS ON GOODS, &c., taken  
at CURRENT RATES on all parts of the  
world.

HEAD OFFICE, 8 & 9, PRINCE STREET  
Hongkong, 17th December, 1892. [189]

NOTICE.

THE MAN ON INSURANCE COMPANY  
LIMITED.

CAPITAL SUBSCRIBED ..... \$1,000,000

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all parts of the world  
payable at any of its Agencies.

CHOW KAM WENG,  
Acting Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST,  
Hongkong, 21st January, 1893. [173]

MAN ON INSURANCE COMPANY,  
LIMITED.

NOTICE.

DURING my Temporary Absence from the  
Colon, Mr. CHOW KAM WENG will  
act as SECRETARY for the Company until  
further notice.

By Order of the Board,  
WOO LIN YUEN,  
Secretary.

Hongkong, 21st January, 1893. [128]

WOO LIN YUEN,  
Secretary.

Hongkong, 21st January, 1893. [128]

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Hongkong, 21st January, 1893. [128]

## INTIMATIONS.

W. ROBINSON & Co.  
(UNDER HONGKONG HOTEL) HONGKONG.

PIANO TUNING.

SATISFACTORY WORK GUARANTEED.  
SINGLE TUNING ..... \$5.00  
6 TUNINGS A YEAR ..... \$25.00 PER ANNUM.  
12 do. do. ..... \$48.00 do.

INCLUDING MINOR REPAIRS AND THE KEEPING OF THE PIANO IN GOOD  
ORDER AND CONDITION.

PIANOS BOUGHT, SOLD OR TAKEN IN EXCHANGE, PACKED, REMOVED AND  
STORED.

Hongkong, 14th February, 1893. [181]

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## INTIMATIONS.

CUSTOMS NOTIFICATION,  
No. 50.

THE EXAMINATION HULK and  
STATIONS of the Kowloon Custom  
House will be CLOSED from the 16th to the  
23rd of February, inclusive, in observance of the  
CHINESE NEW YEAR'S FESTIVAL.

J. MCLEAVY BROWN,  
Commissioner of Customs  
for Kowloon & District.

Custom House,  
Kowloon, 9th February, 1893. [181]

CHINESE NEW YEAR HOLIDAYS.

IN accordance with Ordinance No. 6 of 1875  
and the Government Notification No. 38 of  
1st instant, the Undermentioned BANKS will be  
CLOSED for the Transaction of Public Business  
on FRIDAY and SATURDAY, the 17th and  
18th instant respectively:

For the CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA,  
T. H. WHITEHEAD,  
Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING  
CORPORATION,  
F. DE BOVIS,  
Chief Manager.

For the COMPTON NATIONAL D'ESCOMPTE  
DE PARIS,  
L. GLENAT,  
Acting Agent.

For the BANK OF CHINA, JAPAN, AND THE  
STRAITS, LIMITED, HONGKONG,  
W. H. GASKELL,  
Manager.

For the NATIONAL BANK OF CHINA,  
LIMITED,  
GEO. W. F. PLAYFAIR,  
Chief Manager.

For the MERCANTILE BANK OF INDIA,  
LIMITED,  
JOHN THURBURN,  
Manager, Hongkong.

For the NEW ORIENTAL BANK CORPORATION,  
LIMITED, IN LIQUIDATION,  
E. W. RUTTER,  
Attorney for the Liquidators.

Hongkong, 13th February, 1893. [126]

Hongkong, 13th February, 1893. [126]

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Hongkong, 13th February, 1893. [126]

## SHIPPING.

STEAMERS.

"SHIRE" LINE OF STEAMERS.  
FOR SINGAPORE, HAVRE, LONDON,  
HAMBURG AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE,"  
Captain Cumlin, will be despatched as above  
on or about MONDAY, the 27th instant, instead  
of as previously advertised.

For Freight or Passage, apply to  
DODWELL, CARLILL & Co.,  
Agents.

Hongkong, 10th February, 1893. [191]

Hongkong, 10th February, 1893. [191]

Hongkong, 10th February, 1893. [191]

Hongkong, 10th February, 1893. [191]

Hongkong, 10th February, 1893. [191]



## For Sale.

IMPORTANT INTIMATION.

## NOW READY.



(PUBLISHED BY AUTHORITY.)

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDO-CHINA, NORTH BORNEO, THE PHILIPPINES, AND COREA, FOR THE YEAR 1893.

PRICE THREE DOLLARS.

THE HONGKONG DIRECTORY has again been enlarged and will be found THE CHEAPEST, MOST COMPLETE, AND MOST RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Wladivostok, Formosa, the Treaty Ports of China and Japan, Coochin-China, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the Treaties and Conventions between China and Great Britain, France, Germany, Russia, the United States of America, Brazil, Japan, Peru, Spain, and Portugal; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men and other Residents, have supplied the necessary matter, upon forms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1893 contains a carefully revised

## INDEX TO THE ORDINANCES OF HONGKONG.

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong;

THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG. The latest and only reliable PLAN OF THE CITY OF VICTORIA, showing the proposed Reclamations and all recent additions and improvements, AND

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

THE WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, FOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," a *volume maxime* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1893. It is printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at This Office, or through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of

"THE HONGKONG TELEGRAPH" PIPER'S HILL, HONGKONG. Hongkong, 30th January, 1893.

## Intimations.

## VICTORIA DISPENSARY. FLUID EXTRACT OF MALT.

THE use of that extremely valuable Food and Remedy EXTRACT OF MALT has been retarded by its usually viscous condition; to obviate this objection we have had prepared a FLUID EXTRACT OF MALT as easily poured out of the bottle and measured into doses as any other Fluid.

It contains as much of the DIASTASE as any viscous EXTRACT OF MALT and is therefore fully as active in tissue forming and digestive power.

Two tablespoonfuls of our FLUID EXTRACT OF MALT contain more nutritive and digestive value than a pint of the strongest Ale or Stout. In 1 lb. bottles 75 cents. Per dozen \$8.00. Hongkong, 12th January, 1893.

## A. S. WATSON &amp; CO., LD. WINES AND SPIRITS.

WE invite attention to the following Brands, all of which are excellent quality and good value for the money. The same being specially selected by our London House, and bought direct from the most noted Shippers, are imported in wood and bottled by ourselves, thus enabling us to supply the best goods at moderate prices.

In ordering it is only necessary to state the name and quality of Wine or Spirit wanted, and initial letter for quality desired.

PORTS: (For Invalids and general Use).

	Per Doz.	Per Case.
A. Alto Douro, good quality, Green Capsule.....	\$10	\$1.00
B. Vintage, superior quality, Red Capsule.....	12	1.10
C. Fine Old Vintage, superior quality, Black Seal Capsule.....	14	1.25
D. Very Fine Old Vintage, extra superior, Violet Capsule (Old Bottled).....	18	1.50
SHERRIES.		
A. Delicate Pale Dry, dinner wine, Green Capsule.....	6	0.60
B. Superior Pale Dry, dinner wine, Green Seal Capsule.....	7.50	0.75
C. Manzanilla, Pale Natural Sherry, White Capsule.....	10	1.00
C. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule.....	10	1.00
D. Very Superior Old Pale Dry, choice old wine, White Seal Capsule.....	12	1.10
E. Extra Superior Old Pale Dry, choice old wine, Black Seal Capsule (Old Bottled).....	14	1.25

## CLARETS.

	Per Doz.	Per Case.
A. Superior Breakfast Claret, Red Capsule.....	4	4.50
B. St. Etienne, Red Capsule.....	4.50	5.00
C. St. Julien, Red Capsule.....	7	7.50
D. La Rose, Red Capsule.....	11	12.00
E. Sainte Foy.....	5	5.50
F. Chateau d'Anglade.....	8	8.50
G. Chateau Haut Brion.....	12	12.50
H. Chateau Mouton d'Armailhacq.....	17	18.00
I. Chateau Mouton d'Armailhacq.....	19	20.00

## HOCKS.

	Per Doz.	Per Case.
Nierstele.....	12	—
Hockheimer.....	20	—
Rudelsheimer.....	24	—

## BURGUNDIES.

	Per Doz.	Per Case.
Chablis, white wine.....	12	—
Meursault, superior white wine.....	16	—
Volay, very superior red wine.....	20	20.00

## MADEIRA AND CHAMPAGNES.

FULL PARTICULARS OF VARIOUS BRANDS ON APPLICATION.

## BRANDY.

	Per Doz.	Per Case.
A. Hennessy's Old Pale, Red Capsule.....	13	\$1.20
B. Superior Very Old Cognac, Red Capsule.....	15	1.40
C. Very Old Liqueur Cognac, Red Capsule.....	20	1.75
D. Hennessy's Finest Very Old Liqueur Cognac, 1873 Vintage, Red Capsule.....	30	2.50

## WHISKY.

## SCOTCH.

	Per Doz.	Per Case.
A. Thorne's Blend, White Capsule.....	8	0.75
B. Watson's Glenlivet Blend, Blue Capsule, with Name and Trade Mark.....	8	0.75
C. Watson's Abolour-Glenlivet, Red Capsule, with Name and Trade Mark.....	8	0.75
D. Watson's H.K.D. Blend of the Finest Scotch Malt Whiskies, Violet Capsule.....	10	1.00
E. Watson's Very Old Liqueur Scotch Whisky, Gold Capsule.....	12	1.10
F. Daniel Crawford's Finest Very Old Scotch Whisky.....	10	1.00

## IRISH.

	Per Doz.	Per Case.
A. John Jameson's Old, Green Capsule.....	8	0.75
B. John Jameson's Fine Old, Green Capsule.....	10	1.00
C. John Jameson's Very Fine Old, Green Capsule.....	12	1.10

## AMERICAN.

	Per Doz.	Per Case.
Genuine Bourbon Whisky, Fine Old, Red Capsule, with our Name & Trade Mark.....	10	1.00

## GIN.

	Per Doz.	Per Case.
A. Fine Old Tom, White Capsule.....	4.50	0.40
B. Fine Unsweetened, White Capsule.....	4.50	0.40
C. Fine A. V. H. Geneva.....	5.25	0.50

## RUM.

	Per Doz.	Per Case.
Finest Old Jamaica, Violet Capsule.....	12	1.00
Finest Old Jamaica, Violet Capsule.....	12	1.00
Good Leeward Island.....	\$5.50 per Gallon.	\$5.50 per Gallon.

## LIQUEURS.

	Per Doz.	Per Case.
Benedictine, Maraschino, Corribe, Dr. Slegers' Cherry Cordial, Chartreuse, Dr. Slegers' Angostura Bitters, &c.	—	—

## PRICES ON APPLICATION.

THE HONGKONG DISPENSARY, ESTABLISHED A.D. 1841. Hongkong, 19th January, 1893.

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

## The Hongkong Telegraph.

HONGKONG, TUESDAY, FEBRUARY 14, 1893.

## PROFESSIONAL JEALOUSY.

Dr. BATESON Wright seems to have been storing up a tremendous amount of energy to let loose on the world in the form of a report, nominally on the school over which he presides, but really on things in general with little or no limitation to his proper subject. He certainly left unsaid nothing that suggested itself, and he unburdened himself on several matters which he might profitably have left alone. It does not look well for a man who is required to draw up a simple report of the work done and progress made in his school to spread himself over a long disquisition on Educational Theories and the principles of modern civilisation, with only trifling incidental references to the work which he is paid to perform. In particular, his remarks as to competition among rival schoolmasters were indiscreet and radically wrong. It has long been recognised in British educational legislation that competition is a powerful stimulant, that payment by results cannot fail to produce the greatest amount of work at the least expense, in education as in any other business, though of course there may be necessity to remedy the defects of detail which always arise when a new system is introduced. The world is governed by the laws of supply and demand; where the supply is best and cheapest the demand must always turn in that direction, irrespective of the reasons why one source of supply produces better results than another. What the world wants is "the best" not a lot of plausible excuses for inferiority. Any man of sense can trust his own judgment in ascertaining which is really best, and which is only so in appearance. Still, there is a good deal of sound honest truth in Dr. Watson's remarks in denunciation of professional rivalry interfering with harmonious union on the part of various bodies combating the common enemy of ignorance, with its attendant evils. His earnest exhortation to "the regiments of the great army of progress marching together against the foe, not wrangling with each other in petty jealousies," has the ring of sincerity and must be heartily echoed by all friends of true progress. But such noble professions of single-hearted principles come with indifferent grace from a man who rushed into print (and a low print it was too—the *China Mail*)—for the express purpose of snarling at a rival, of picking holes in the armour of his brother soldiers in the battle of light against darkness. When the prizes were distributed at St. Joseph's College last year, brother Watson made some remarks which jarred on Dr. Watson's ear and caused some not very dignified correspondence; it is not for us, nor for any friend of education, to say who was wrong, but one cannot help thinking that the occasion was exactly one of that sort on which the principle of brotherly forbearance and mutual sympathy in the common interests would have shone most brightly.

## LOCAL AND GENERAL.

A "BOOMER" is a man who has lots more enthusiasm than he has anything to keep it on.

JOHN WEEKLY used the well-known expression "Cleanliness is indeed next to godliness," in a sermon on "Dress."

A PHILADELPHIA paper says that the only way it pays a person to be his own lawyer is when he keeps his own counsel.

THE *Namoa* brought down yesterday from Fochow a pretty light car, not more than a month old, caught by a Chinaman on the country.

Sailor—I came here to ask for your daughter's hand.

Father—She is my only daughter.

Sailor—Well, sir, one is all I want.

In Iceland men and women are in every respect political equals. The nation, which numbers about 70,000 people, is governed by representatives elected by men and women together.

WHEN a man is possessed of a mania to steal a woman's shoe, the Germans call it *fransen-schusteln* (monomania). It makes one shudder to think of what they might call it if the woman herself were stolen.

ALIVE in still among "the brave and the free," with an accent on the *free*. Some of the Government officials, who were terribly afraid of revelations which might not be to their credit, are now feeling less unhappy.

THE steamer *Proton*, which arrived yesterday from Saigon, met with very heavy weather and ran short of coal. A few hundred bags of paddy had to be used as "patent fuel," with fair success. What price firebricks?

THE Band of the 1st Shropshire Light Infantry will play the following programme at the Officers' Mess, Murray Barracks, this evening, commencing at 8 o'clock:

Overture, "Light Cavalry" (W. G. Barrington).

Selection, "The March of the Light Cavalry" (W. G. Barrington).

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Clerk—In drawing the document I have been careful to use the longest words and to omit all facts, ideas and opinions.

Colonial Secretary—Keep it up, Brown, and some day you'll have my billet.

THE Agents (Messrs. Dodwell, Carill & Co.) inform us that the Northern Pacific Steamship Co.'s steamer *Victoria*, from Hongkong, Shanghai, and Japan, arrived at Victoria, B.C., on the 11th inst. on her voyage to Tacoma.

A REVISED version of the Apocrypha from the same hands that revised the Old and New Testaments will soon come from the university presses of Oxford and Cambridge. This was part of the original plan entered on in 1873 for the revision of the Bible.

IN the Police Court this morning; Chinese witness under cross-examination.

Learned Counsel—What you say now is not what you said at first—explain yourself.

Witness—Well, I thought—

L. C.—You mustn't think! Be like me—I never think!

CAREFUL experiments recently made in Paris with aluminium indicate that it will be largely used for utensils of all sorts, as it is less affected by air, water, wine, beer, cider, coffee, milk, oil, butter, etc., than are iron, copper, lead, zinc and tin. Sea salt and vinegar alone affect aluminium, but not to an injurious degree.

HUNGARY is stated to be the country where railway travelling is cheapest. It is said to be possible to travel from Buda-Pesth to Kronstadt, a distance of 500 miles, for 6s. 8d., being at the rate of six miles a penny. Lower than this fare it is hardly a reduction of one-half in the case of labourers, journeying in parties of not fewer than ten.

In France the Government pays the pastors, not only of the Catholics but of the Protestant denominations. This rule obtains also in the Colonies, so that Mohammedan mosques are maintained by the State. It costs millions of francs. There is a strong disposition to abolish the arrangement and have a free church in a free State; but Napoleon's concordat with the Pope stands in the way.

## HER USE OF THE FRANCHISE.

"Were you allowed to vote," said he, "As through the shelter I have they stayed, 'What would you vote for—answer me—Protection or Free Trade?'"

The gentle maiden hung her head.

"While to her cheek the colour flew:

"I would not care to vote," she said;

"I'd rather pair with you."

THE telephone needs the open air to obtain the best results. To use wires placed underground, a metallic circuit will be necessary, similar to the one used on long-distance lines. To place the wires underground and to make a metallic circuit, which means to use two wires where one is used at present, will materially increase expenses, and the public must pay for the luxury. As the number of wires is increasing rapidly, it is evident that they must be long be buried.

THE following, according to the *Mitteleuropaische Journal*, are tables of diseases or crimes, according to the wealth of the unfortunate—

Rich women, kleptomaniacs.

Rich men, shortages.

Poor men, stealing.

Rich men, debility, or heart failure.

Well-to-do men, alcoholism.

Poor men, delirium tremens.

In Rich men, legitimate speculation.

Well-to-do men, dabbling in stocks.

Poor men, gambling.

OWING to the Chinese New Year Holidays, on Friday the 17th inst. the Post Office will be entirely closed. Should the American Mail arrive the Office will be kept open one hour for delivery but no letters will be sent out. The night box will be kept open. On Saturday the 18th inst. the Post Office will be opened from 8 a.m. to 12.30 p.m. to despatch the American Mail. There will be only one delivery at 12.30 p.m. at Town, Peak and Kowloon. Should the American Mail arrive the Office will be kept open one hour for delivery. The night box will be kept open. The money order office will be entirely closed on both days.

NEXT Sunday, Feb. 19th, is to be observed in the Hongkong churches as a Temperance Sunday, and special services will be preached at St. John's at Union Church, and at St. Peter's, and special collections made in support of a Seamen's Coffee House, which is to be opened in a few days in Queen's Road Central, under the sign of the Star. The house will be fitted as attractively and comfortably as possible, with an excellent cuisine and the best of everything in the temperance line, in order to divert the seafaring community from the rum mills and disreputable establishments, so numerous in that quarter. The plan is worthy of all praise, for not even the men who thrive by the trade in these low dens can deny that a great deal of harm is done by them, and it is to be sincerely hoped that the "Star" Coffee House will be a success. It will be an uphill struggle to make it pay; but we believe the Bishop, Mr. Bondfield, and Mr. Goldsmith are willing to support the movement actively, and



16.—And I gave my heart to get tips, and to find out the other side of the losses of Companies. I perceive that this also is vexation of spirit.

17.—For in much information is much grief; and he that increaseth tips increaseth sorrow.

ERASMUS.

## TO FAR CATHAY.

XXX.

## A GIANTIC FAILURE.

Reference has been made more than once in the course of these articles to the Eastern Steamship Company, which came especially before Parliament and the country in 1852, as a competitor with the P. & O. for the India and China mail-contract. As already explained, the Eastern Company's tender being for only half the service at a considerably higher rate than the P. & O.'s offer, it was not accepted. But the action of Government led to force debates during the Session of 1852, and to charges of favoritism which were very far from being supported by facts. What, then, was the Eastern Steamship Company? How did it originate, and what became of it?

About the years 1851 and 1852 were formed two companies to run steamers round the Cape of Good Hope. One was the General Screw Steamship Company, of which we have already seen something in the Overend-Gurney and other episodes; and the other was the Australian Royal Mail Steamship Company, of which we shall have a little more to say when we come to treat of the extension of steam to the Antipodes. Both of these concerns were largely subsidised, but both were commercial and financial failures—largely because of want of knowledge of the proper class of vessels to employ on such voyages. A third great project of the same era, but destined to have a more remarkable history, was the Eastern Steam Navigation Company.

This company was founded in 1851, and was in existence as an incorporation, although not as a going concern, when the Government (to wit, the Admiralty, which at that time, not the Post Office, managed the ocean-mail contracts) advertised for tenders for the new service of Eastern mails in terms of the recommendations of the second Parliamentary Committee of Inquiry, to which we have already referred.

It was incorporated by royal charter, with an authorised capital of £2,000,000 in £20 shares, of which £1,200,000 was supposed to be issued. The promoters and moving spirits were by no means of the class of financial adventurers who were so common among the principal shareholders; many men with both long purses and long heads. The concern was well backed with money and supposed to be particularly well equipped in the matter of science—perhaps in this respect it suffered from an embarrassment of riches.

One of the original directors of the Eastern Company was Mr. Joseph Edlemann, the representative in London of the Austrian Lloyd's Steam Company, and there seems little doubt that the original design was to work the two enterprises in union—in some such way, perhaps, as the British India and Netherlands East Companies afterwards worked into each other's hands.

But the Eastern Steam Navigation Company proposed to run before it could walk, and offered to convey the mails from Plymouth to Calcutta and Hongkong, with the stipulated monthly extension from Singapore to Sydney—via Alexandria and the overland route, not round the Cape—in vessels of from 1,300 to 2,000 tons, with engines of from 400 to 600 horse-power. But they could not name any of these steamers—they could not show them because they were not built—and they could not describe them because they were not even designed. Of course they could offer to lodge securities to be ready at the appointed time, but as their offer was considerably higher than that of the P. & O. it was declined *in toto*.

The shareholders were called together to consider the report of the directors on the failure of the mail negotiations, and to decide on the future policy to be adopted. Their attention was then directed to a proposal by Mr. Isaacbar D. Brunel, for the construction of a line of Great Hope to Ceylon, where it divided into three great lines to India, China, and Australia respectively. What more reasonable, then, than to employ gigantic vessels between England and Ceylon, served by smaller vessels diverging there to all parts of the East? If such ocean giants could be constructed as would maintain a speed of 15 knots an hour, it was contended that they must attract so large a portion of the traffic as to afford full cargoes at remunerative freights both out and home.

Tinoco was fixed on in anticipation as the great central station, and this port, it was calculated, would be reached in 30 days steaming from London. At Tinoco mail transhipment would take place into subsidiary steamers, which would make the run to Hongkong in 20 days, to Sydney in 14 days, to Madras in 20 days, and to Calcutta in four days. These subsidiary boats, of course, were to bring return cargoes to Tinoco for transhipment by the big ships to England.

It was argued that Mr. Brunel and his supporters, that even if the "great ships" and auxiliaries should only be able to land goods in Hongkong within 40 days, in Calcutta within 35 days, or in Sydney within 44 days, still it was certain they would carry larger cargoes at higher freights than any vessels heretofore employed. All Eastern cargoes paying freights of 25 per cent and upwards (happy days!) might certainly be reckoned on—such as silk goods, indigo, tea, coffee, spices, lap-dye, etc.—all expensive articles on which loss of interest in transit was an appreciable item. *Per contra*, the best textiles and hardware goods of England and the Continent were indicated as quite able to pay the higher outward rates for rapid delivery. In fine, it was shown that 18,000 tons of export goods could safely be depended on to pay the high freights, while a still larger quantity of import goods would be only too glad to pay still higher import freights.

The tea-clippers then were earning from £8 to £12 per ton on tea from China on a passage occupying about 100 days. How could they compete with a steamer reducing the voyage to 50, or even 40 days? Well, that represented about 50,000 tons per annum, and even if the Eastern Company had to do it for £6 or £7 per ton, there was a splendid margin. So with Australia; by cutting down the voyage to 40 or 50 days, they would cut out all the Australian clippers as far as the conveyance of goods and passengers was concerned. The passenger traffic was regarded as a particular source of prospective traffic, and the transport of troops also formed an item in the calculations of the engine promoters.

In fine, after summing up the probable sources of revenue, and making allowance for working expenses, wear and tear, etc., a prospect was offered in the Eastern Steamship Company shareholders of earning 40 per cent. per annum on their invested capital.

It was a large order and a tempting bait, but it did not draw Mr. Edlemann and his friends of the Austrian Lloyd's. They were alarmed at the ambition of the Brunel set, demanded their money back and withdrew from the Company altogether. The remaining proprietors was not large enough for the project, and it was not without considerable difficulty that enough capital was got together to begin work with the *Great Eastern*—or the *Leviathan*, as she was in her cradle days popularly called.

The idea of this period was that speed was only a question of size—that the bigger you could make your steamer the faster she would run. Brunel's argument practically was that there was no limit to the size of a workable vessel but that depending on the tenacity of material; therefore, he proposed to build one for the Eastern Steamship Company about six times as large as any vessel then built.

The story of how Mr. Scott Russell entered into the project, and of how the *Great Eastern* was designed and built, need not be told here, since the mechanical aspects of this enterprise are familiar, we may assume to everyone connected with shipping, if not to every schoolboy. But the original purpose of the design is not so well known, and indeed, as we have said, it is now almost forgotten. The capital having been with difficulty subscribed, the building of the ship was entrusted to Scott Russell & Co., of London, who had also to supply the machinery, while the screw-engines were ordered from James Watt & Co., of Birmingham. She was to carry enough coal to take her out and home, and so gain further time by avoidance of stoppage for coaling.

It was a grand programme, and the *Great Eastern* was to be ready to begin its fifteen months' well-she was not ready in fifteen months, and she never began it.

She was not ready to launch until November, 1857, and then she stuck on the cradle for weeks, not reaching the water until the 31st of January, 1858. She cost to launch alone, no less than £20,000, and what she really cost before she was finished, goodness only knows.

This unexpected expense broke the Company, who had not enough money to finish the great ship after she was afloat. She lay for about a year, while vain efforts were made to raise fresh capital, or to sell her to the Government as a transport. The Eastern Steamship Company was then wound up, and all its ambitious projects of wiping out the P. & O., and of monopolising the cream of the Indian, China, and Australian trades, vanished into thin air.

The *Great Eastern* was transferred to the Great Ship Company for a sum of £160,000, and in September, 1859, made her first attempt at sea. She was not sent to the East, however, but to the West, and no explanation has ever been vouchsafed why no attempt was made to carry out the original design of the vessel. We have never seen any reason afforded why, when the *Great Eastern* was ready, she was run across to America instead of being loaded with cargo for China and India to be transhipped at Ceylon. If there was no opening for her in the Eastern trade there was certainly none in the American trade for chance employment as a cable-laying ship does not count. Built especially with a view to revolutionise the Eastern trade, the *Great Eastern* was never, so far as we remember, in the East at all, and just as she was the biggest ship ever constructed since Noah's Ark, so also was she the biggest failure as a maritime speculation.

## ITEMS OF INTEREST.

Only one man in 203 is over 6 feet in height. Iron pavements were first laid in London in 1817.

Greek infantrymen are trained in stone-throwing. Ginger essence contains twice as much alcohol as whisky.

Heath is a South African plant which came to Europe in 1774.

The Paris sewers are the largest and most complete in the world.

The Phenicians were the first to employ engineers to fortify cities.

Baking bread, cakes and pies became a profession in Greece B. C. 148.

Several thousands of hairpins, in many styles, have been recovered from Pompeii.

The word "encore" was first used in English theatres in 1710 and gave great offence.

At banquets, in Queen Elizabeth's time, every guest came with a pocket full of money.

In 1847 the number of newspapers published in the United States and Canada was 10,733.

The wine list of Sardianapolis has been found on a terra-cotta tablet, and contains ten kinds.

There are now 7,000 loan associations in the United States, with a membership of 2,000,000 persons.

Ninety-four elementary substances are used in cotton dyeing with several thousands of combinations.

Greek and Roman architects placed earthen jugs in the walls of theatres to increase the resonance.

Udo is a "What Bacon was to philosophy, Dante to poetry, Angelo to painting, Columbus to geography, Galileo to astronomy, Gonthier was to cooking."

Professor J. Wortley Axe estimates that upward of 18,000 horses annually die or are killed in London, and of these about half succumb to accidents or infirmity.

In 1830 black masks were worn in public by ladies of all ranks. The mask was held in place by ribbons passed behind the ears or by a glass band between the teeth.

Mount Ararat, the resting-place of the biblical ark, is in reality two mountains separated by a valley. The higher peak is 17,570 feet and the lesser 13,900 feet above sea level.

Oysters come nearer to milk than almost any other common food material as regards both the amount and the relative proportion of nutrients, the food values of equal weights of milk and oysters being nearly the same.

Here is an idea of what a little spot of land may do in the way of production. The island of Jamaica sells annually to the United States bananas exceeding in value the entire apple, peach and cherry crops of that country.

The smallest coin ever struck in the United States was a half-cent, which was issued between 1793 and 1857. China is the only country that has a coin as small as the U. S. mill, the Chinese "cash" is worth about one-tenth of a cent.

A form of sport very popular in Normandy is that of flying kites, which, some of them, of very large dimensions, there has been a competition recently at Rouen, on the heights of St. Catherine. The victorious kite rose to the height of 2,500 metres, and would have soared higher but for lack of string.

The crew of the *Wandering Jew*, which recently arrived in Boston, was composed of two Chinamen, a negro, Frenchman, German, Irishman, Swede, Norwegian and an American. Before the vessel had been in port forty-eight hours the entire crew were in jail, being held as witnesses against the captain and two mates, who were charged with having treated them in a cruel manner.

Among the numerous presents sent to a Shah of Persia by one of the Russian Emperors was a bedstead of extraordinary magnificence. It is said to have been gaily made of crystal, and was accessible by steps of the same material all worked in imitation of large diamonds, incrustated in a solid frame. On each side there were spots made to eject scented water, which by its murmuring lured sleep.

The congress held in Spain during the centennial commemoration almost rival in number and variety that of the one it is proposed to hold in Chicago in 1893. They include the Congress of Scientists, the Catholic Congress, Geographical Congress, Congress of Free-thinkers, Hispano-American-Portuguese Mercantile Congress, a Spanish-American Legal Congress and minor congresses of artisans and others which pass almost unnoticed.

## EVENTS OF THIS CENTURY.

1801—Union of Great Britain and Ireland.  
1802—Treaty of Amiens.

1804—Bonaparte became Emperor of the French.

1805—Battle of Trafalgar and death of Nelson.

1807—Fulton's first steamboat voyage.

1812—the French expedition to Moscow.

1813—Penry's victory on Lake Erie.

1814—The cylinder printing press invented.

1815—Battle of New Orleans, January 8th.

1819—First steamship crossed the Atlantic.

1821—Death of Napoleon Bonaparte.

1825—First successful steam railroad.

1828—First passenger railroad in the United States.

1830—Revolution in France and accession of the Orleans family.

1834—Lucifer matches invented.

1835—Morse's telegraph.

1835—Seminoles War in Florida began.

1837—Ascension of Queen Victoria, June 20th.

1844—Joseph Smith, Mormon leader, killed.

1846—Sewing-machine completely by Elias Howe.

1847—The Irish potato famine.

1848—War with Mexico began.

1848—French Revolution. Republic succeeded.

1848—Gold discovered in California.

1851—Gold discovered in Australia.

1851—Louis Napoleon became Emperor.

1851—the First International Exhibition.

1853—Crimean War began.

1857—the Great Mutiny in India.

1857—the Dred Scott decision.

1858—First telegraphic cable communication across the Atlantic.

1859—John Brown's raid into Virginia.

1860—Battle of Bull Run, July 21st.

1861—Emancipation of the Russian serfs.

1861—South Carolina seceded.

1862—Slavery abolished in the United States.

1863—Completion of first overland railroad.

1870—First Franco-German War began.

1870—Capitulation of the French at Sedan.

1871—the German Empire was re-established.

1871—the Irish Church was disestablished.

1871—the Great fire in Chicago.

1872—the Great fire in Boston.

1881—President Garfield shot.

1882—English occupation of Egypt.

1883—Northern Pacific Railroad completed.

1885—Death of General Grant, July 23d.

1886—Charleston earthquake, August 31st.

1889—Hurricane at Apla and loss of American and German men-of-war.

1889—Johnstown. Pains, flood; loss, \$8,000,000; 3,500 lives.

1890—Louisville cyclone; loss, \$1,000,000 and 340 lives; 889 wounded.

1890—Mississippi flood; loss, \$60,000,000.

1891—Lynchings of eleven Italians at New Orleans.

1891—Baltimore sailors attacked at Valparaiso.

1892—Great Russian famine, Cholera in Europe.

nights the other week. Of course no one doubted the correctness of Professor Barnard's observations, but their confirmation by other experienced observers is a satisfaction.

In an article in the current number of *The Engineering Magazine* entitled "Architecture in Wood—A Protest," the author, Gordon B. Kimbrough, condemns the use of wood as a building material. He thinks it unsuitable, not only for external structure, but for interior decoration as well. Tile, terra cotta, marbled stone and even plaster of Paris are all better materials for interior decoration than wood, even on the score of economy. They may not be as cheap as wood, but they are cheap enough to be made more profitable than wood after this material has lost its respectability.

The production of steel by the process of Walrand and Legeniel promises to result in a considerable reduction in the price of castings and other similar articles of manufacture. This method has been worked in Paris for more than twelve months. A remarkable point of the new installation is that neither blast engine nor boiler is to be seen, connected with it other than those furnished as a reserve apparatus. Compressed air is employed as motive power. It is furnished to the converter through a conduit at a pressure of 11 pounds. The air, however, expands before entering the converter, where it works at a pressure of from 1 to 2 pounds, according to the phases of the operation. This is believed to be the first application of compressed air, furnished from a central station to the manufacturer of Bessemer steel, and it seems a considerable reduction in the cost of a first installation, for, according to the original Walrand-Legeniel estimates, the blast engine and boiler are half the expense of the installation.

If the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and a permanent benefit. The Medical Profession in the various countries of the world universally declare it a remedy of the greatest value, and as it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—*Advt.*

## To-day's Advertisements.

## NOTICE.

THE PARTNERSHIP between SYDENHAM MOUTRIE and WALTER GEORGE ROBINSON, carrying on Business under the Style of MOUTRIE, ROBINSON & Co. at SHANGHAI, KOREA, YOKOHAMA, and HONGKONG, was DISSOLVED on the 31st day of December last.

The Business at SHANGHAI, KOREA, and YOKOHAMA will be carried on by SYDENHAM MOUTRIE under the Style of S. MOUTRIE & Co., and the Business at HONGKONG will be carried on by WALTER GEORGE ROBINSON under the Style of W. ROBINSON & Co.

Dated this 9th day of February, 1893.

SYDENHAM MOUTRIE.  
W. ROBINSON.

FOR SALE.  
THE COMPLETE MACHINERY AND PLANT of a SODA WATER business.

Apply to  
D. K. GRIFFITH,  
2, Duddell Street,  
Hongkong, 14th February, 1893. [229]

## Intimations.

TAKLEMA COLLIERIES COMPANY,  
MOJI.

THIS Company having appointed the Underigned AGENTS for their Coal, (TAKLEMA ARAIKI) in Hongkong, they are prepared to supply Coal ex-Ship, ex-Go-down, or trimmed in Bunkers, at prices to be had on application.

Copies of Reports and Analyses to be seen in the Office of the Underigned.

CHEE ON & Co.,  
Sole Agents,  
Nos. 21 & 23, Lee Yuen Street, East  
Hongkong, 26th September, 1892. [933]

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL

of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ship's Owners and Captains, who call their bunkers direct from the Underigned—

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Supply in any quantity on shortest notice.

Quick despatch.

BEST of weight, etc., etc.

MITSUI RUSSIAN KAISHA,  
Sole Agents,  
Hongkong, 6th September, 1892. [820]

KING WO CHEONG.

COAL MERCHANTS, SHIP'S COMPRA-  
DORES, STEVEDORES, &c.

Have for Sale a cargo of pure AKAIKI COAL, ex-GODOWN and ex-SHIP.

MR. J. W. BOYD, Superintendent at Kowloon Docks, reports that AKAIKI COAL GIVES TEN PER CENT. BETTER RESULTS than any Japanese Coal he has ever used.

For full particulars as to price, &c.,  
Apply to  
KING WO CHEONG,  
No. 32, Praya Central.  
Hongkong, 3rd February, 1893. [187]

SAI-PANG COALS.

THE Underigned begs to inform the Public that he has appointed HOP-WO-LOONG as Agent in Hongkong for the Sale of the SAI-PANG COALS of the HONPO COAL MINES, Japan.

KONOMI TAKASUKE,  
Owner of the Honpo Coal Mines.

WE the Underigned are ready to supply COALS of the above Mines, weight and quality guaranteed, in any quantity, with the quickest despatch.

HOP-WO-LOONG,  
Agent for the Honpo Coal Mines,  
Nos. 56 & 57, Praya Central,  
Hongkong, 26th August, 1892. [55]

## Intimations.

## W. B. BREWER.

RENSHAW'S Tennis Shoes, Buckskin Tops and Stained Hide Tops.  
Gentlemen's Dancing Pumps.  
Ladies' Evening Shoes.  
Children's Walking Shoes in great variety.  
Ball Programmes.  
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Christmas Numbers of Truth and Yule Tide.  
Howard & Co. Dance Annual, 40 cents.  
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Comic Albums and Comic Songs, a large selection.

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UNDER HONGKONG HOTEL.

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GENTLEMEN'S DRESS SHOES AND DANCING PUMPS.  
WHITE CAMBRIC TIES with NECK STRAPS.  
WHITE KID GLOVES in all sizes.  
PORPOISE HIDE LACED BOOTS AND SHOES.  
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A Double Barreled Fowling Pieces to be cleared at very reasonable prices.  
CANADIAN DAIRY PRODUCE.  
CARMICHAEL & CO. LTD.  
18, Praya Central, Hongkong.

Hongkong, 9th January, 1892. [52]

PRIVATE BOARD AND RESIDENCE,  
STAINFIELD'S—1, QUEEN'S ROAD EAST.

VACANCIES FOR GENTLEMEN OR MARRIED COUPLES at Moderate Terms.  
Mrs. STAINFIELD,  
Proprietress.

Hongkong, 31st December, 1892. [19]

BOARD AND RESIDENCE.  
COMFORTABLY FURNISHED ROOMS,  
with Board and Table Accommodation.  
Apply to  
Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 9th November, 1892. [36]

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JEWELLERY, DIAMONDS, WATCHES, CHRONOMETER & CLOCKMAKERS.  
Sole Agents for PATRICK PHILLIPS & Co. Geneva. A great variety in Fancy Goods, and Optical Instruments.

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CHRONOMETER, WATCH, AND CLOCK-  
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TO LET.  
ONE LARGE FRONT ROOM, 1st Floor,  
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LAUTS, WEGENER & Co.  
Hongkong, 6th January, 1893. [71]

TO LET.  
NO. 6, QUEEN'S ROAD (lately occupied by Atack).  
No. 49, POTTINGER STREET.  
Apply to  
DAVID SASSOON, SONS & Co.  
Hongkong, 14th February, 1893. [33]

TO LET.  
NOS. 5 & 8, KNUTSFORD TERRACE,  
KOWLOON.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, 6th February, 1893. [201]

TO LET.  
NEW HOUSES IN RIFON TERRACE—Broom Road, near Broom Point.  
No. 4, BLUE BUILDINGS.  
FLOORS in Blue Buildings.  
OFFICES—Second Floor, Pr



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 The National Bank of China, Ltd.—Founders' shares, \$150 per share, buyers.  
 The Bank of China, Japan & the Straits, Ltd.—\$21, sales and buyers.  
 The Bank of China, Japan & the Straits, Ltd.—Founders' shares, 20 sales.  
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 Chinese Imperial Loan of 1884 C—2 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—14 per cent. premium.  
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 China Traders' Insurance Company—\$56 per share, sellers.  
 North China Insurance—The 105 per share, sales and buyers.  
 Canton Insurance Company, Limited—\$100 per share, buyers.  
 Yangtze Insurance Association—\$100, sellers.  
 On Tai Insurance Company, Limited—The 150 per share, sellers.  
 Hongkong Fire Insurance Company—\$350 per share, sellers.  
 China Fire Insurance Company—\$59 per share, buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$39 per share, sales and buyers.  
 China and Manila Steam Ship Company—25 per share, sellers.  
 Indo-China Steam Navigation Company, Limited—50 per cent. discount, sales and sellers.  
 Douglas Steamship Company—\$37 per share, sellers.  
 The Steam Launch Co., Limited—nominal.  
 Hongkong and Whampoa Dock Company—76 per cent. premium, sellers.  
 Geo. Fenwick & Co., Limited—\$15 per share, sellers.  
 Hongkong Hotel Company—\$21, sales and buyers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.  
 The Austin Arms Hotel and Building Company, Limited—\$4 per share, sellers.  
 The Shamson Hotel Co., Limited—\$3 per share, sales.  
 Puntum Mining Co.—\$4 per share, sales and buyers.  
 The Raub Gold Mining Co., Limited—50 cents per share, sellers.  
 New Interior Mining Co., Limited—50 cents, nominal.  
 The Balmoral Gold Mining Co., Limited—nominal.  
 Société Française des Charbonnages du Tonkin—\$40 per share, sales and buyers.  
 The Jelebu Mining and Trading Co., Limited—\$5 per share, sales and buyers.  
 The Selat Tin Mining Co., Limited—4 cents per share, sellers.  
 London and Pacific Petroleum Co., Ltd.—nfs, nominal.  
 China Sugar Refining Company, Limited—\$155 per share, sellers.  
 Luoson Sugar Refining Company, Limited—\$35, nominal.  
 A. S. Watson & Co., Limited—\$15 per share, sales and sellers.  
 Dakin, Cruickshank & Co., Limited—\$2 per share, sellers.  
 Hongkong Dairy Farm Co., Limited—\$38 per share, sellers.  
 The Kowloon Land Investment Co., Limited—\$64 per share, ex div., sellers.  
 The Hongkong Land Investment Co., Limited—\$55 per share, ex div., sales and sellers.  
 The West Point Buildings Co., Limited—\$26 per share, sellers.  
 H. G. Brown & Co., Limited—\$9 per share, sellers.  
 Hongkong and Kowloon Wharf and Godown Company—\$45 per share, sellers.  
 Hongkong Rope Manufacturing Company, Limited—\$100 per share, sellers.  
 Hongkong Gas Company—\$105 per share, sales and buyers.  
 Hongkong Ice Company—\$64 per share, ex div., sales and buyers.  
 Hongkong and China Bakery Company, Limited—\$65 per share, sellers.  
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 The Green Island Cement Co.—\$43 per share, sellers.  
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 On Paris—  
 Bank Bills, on demand ..... 1/40  
 Credits, at 4 months' sight ..... 3/50  
 On India—  
 T. T. .... 222  
 On Demand ..... 222  
 On Shanghai—  
 Bank, T. T. .... 71  
 Private, 30 days' sight ..... 72

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 Col. and Mrs. Baker.  
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 Mr. J. Beale.  
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 Mr. G. W. Knight.  
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 Mr. & Mrs. Liddle and maid.  
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 Lt. P. O'Malley, A.S.C.  
 Mrs. Nico and child.  
 Major and Mrs. Paul.  
 Mr. W. Paul.  
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 Mr. J. D. Saunders.  
 Mr. C. Scott.  
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 Mr. A. Shevan.  
 Mr. W. M. Stanford.  
 Mrs. L. Starr.  
 Mr. Ch. Sugden.  
 Dr. Sutherland.  
 Mr. & Mrs. Thomsett.  
 Baron C. de Tuyl and servant.  
 Mr. A. W. Walkinshaw.  
 Mr. and Mrs. Warren.  
 Mr. J. S. Waver.

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Captain Anderson.  
 Mrs. Anderson & child.  
 Master E. H. Hutton.  
 Mrs. Barrell.  
 Master Barrell.  
 Mrs. Blanchard.  
 Mr. J. F. Boulton.  
 Major & Mrs. Chapman.  
 Captain N. Dodd.  
 Mrs. Dodd.  
 Mr. W. E. Eaton, U.S.N.  
 Mrs. Eaton.  
 Lt. E. W. Eberle, U.S.N.  
 Mrs. Eberle.  
 Master Eberle.  
 Mr. G. Engel.  
 Vice-Consul P. Gavan.  
 Miss Gavan.  
 Miss Graham.  
 Mr. P. Haber.  
 Rear Admiral D. B. Harmon, U.S.N.  
 Mrs. D. B. Harmon.  
 Mr. F. Harrison.  
 Mr. W. Harward.

## VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Mr. Adamson.  
 Mr. Chaudet.  
 Mr. F. East.  
 Mr. C. H. Gale.  
 Mr. W. H. Gaskell.  
 Mr. W. S. Harrison.  
 Mr. Thos. Howard.  
 Mr. F. Kofod.  
 Mr. W. H. Loxley.

## Shipping.

**ARRIVALS.**  
 CHARTERS TOWER, British steamer, 1,905, A. Murray, 13th Feb.—Kauchoa 7th Feb.  
 Coal.—Mitsui Bussan Kaisha.  
 ASK, Danish steamer, 682, Strom, 13th Feb.—Halpang 10th Feb. and Holbow 12th, General—A. R. Matty.  
 HOLSTEIN, German steamer, 1,103, J. Bruhn, 13th Feb.—Saigon 8th February, Rice and Paddy.—Wilder & Co.  
 KINTUCK, British steamer, 2,312, C. H. Kemp, 14th Feb.—Woonung 11th Feb., General.—Arnold, Karberg & Co.  
 FORMOSA, British steamer, 674, T. Hall, 14th Feb.—Swatow 13th February, General.—L. Daprik & Co.  
 TAISSAN, British steamer, 1,505, H. W. Hogg, 14th Feb.—Canton 14th Feb., General.—Jardine, Matheson & Co.  
 HIGO MARU, Japanese steamer, 246, J. J. Jones, 14th Feb.—Manila 11th Feb., Sugar and Hemp.—Geo. R. Stevens.  
 TAIWAN, British steamer, 1,107, O. Anderson, 14th Feb.—Wuhu, and Chinkiang 10th Feb., General.—Butterfield & Swire.

**DEPARTURES.**  
 Feb. 13, *Ly-ai-moon*, German str., for Canton.  
 Feb. 13, *Altair*, British bark, for Tientsin.  
 Feb. 14, *Triumph*, German str., for Saigon.  
 Feb. 14, *Pokien*, British steamer, for Swatow.  
 Feb. 14, *British*, British steamer, for Saigon.  
 Feb. 14, *British*, German steamer, for Holbow.  
 Feb. 14, *Tacoma*, British str., for Shanghai, &c.  
 Feb. 14, *Blatago*, Italian str., for Singapore, &c.  
 Feb. 14, *Tartar*, British str., for Singapore, &c.  
 Feb. 14, *Prish*, British steamer, for Yokohama.  
 Feb. 14, *Taiyang*, British str., for Swatow.  
 Feb. 14, *Rio*, German steamer, for Saigon.

**PARAGRAPHS—ARRIVED.**  
 Per *Holstein*, str., from Saigon.—5 Chinese.  
 Per *Formosa*, str., from Swatow.—33 Chinese.  
 Per *Higo Maru*, str., from Manila.—9 Chinese and 6 Manilamen.

**DEPARTED.**  
 Per *Rohilla*, str., for Shanghai from Hongkong.—Miss Moulle, Messrs. P. L. Lieder, A. G. Wood, and Floo Erik Miss. From London.—Mr. and Mrs. Thompson and children, Miss Sherwood, Messrs. F. V. Grant, Stewart, Ward, E. Greathead, Joyce, and Captain Roddick. From Marseilles.—Mr. F. de Loriot.  
 Per *Esmeralda*, str., for Amoy, &c.—Mrs. Coombs Nicce, and Mr. Wm. Harrison.

## Post Office.

**A MAIL WILL CLOSE.**  
 For Bangkok.—Per *Devonshire* to-morrow, the 15th instant, at 9.30 A.M.  
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Arctic* to-morrow, the 15th instant, at 11.30 A.M.  
 For Nagasaki.—Per *Prado* to-morrow, the 15th instant, at 3.30 P.M.  
 For Hongkong.—Per *Ask* to-morrow, the 15th instant, at 5 P.M.

## SHIPPING IN HONGKONG.

**STEAMERS.**  
 AIRLIE, British steamer, 1,498, W. Ellis, 15th Feb.—Kobe 8th Feb., General.—Gibb, Livingston & Co.  
 AFRICA, German steamer, 1,410, Segelken, 9th Feb.—Singapore 31st January, General.—Captain.  
 AVOCHE, British steamer, 1,055, T. Rowis, 15th Feb.—Hongkong 9th Feb., Coal.—Jardine, Matheson & Co.  
 BENALDER, British steamer, 1,258, C. K. McIntosh, R.N.R., 10th Feb.—Saigon 6th Feb.—Rice and Paddy.—Gibb, Livingston & Co.  
 CHERYLORA, British steamer, 1,574, R. C. C. 11th Feb.—Singapore 4th Feb., General.—Jardine, Matheson & Co.  
 CITY OF RIO DE JANEIRO, American steamer, 3,548, J. T. Smith, 10th Feb.—San Francisco 14th Jan., and Yokohama 31st Feb., Mails and General.—F. M. S. & Co.

## HONGKONG-STEAMERS.

**COMPOPOLIT**, German steamer, 551, W. T. Schaefer, 6th Feb.—Hongkong 4th Feb., Coal.—Wilder & Co.  
 DEWAPONGSE, British steamer, 1,057, Anderson, 5th Feb.—Bangkok 28th Jan., and Anghin 29th, Rice and General.—Yuen Fat Hong.  
 DRUTEROS, German steamer, 1,191, W. A. Dinse, 12th Feb.—Saigon 7th February, Rice and Paddy.—Siemens & Co.  
 EMPRESS OF INDIA, British steamer, 1,003, O. P. Marshall, R.N.R., 1st Feb.—Vancouver 10th Jan., Yokohama 26th, Nagasaki 28th, and Shanghai 29th, General.—Canadian Pacific Railway Co.  
 G. G. JACOB, Dutch steamer, 1,565, de Bald, 13th Feb.—Sourabaya 2nd Feb., General.—Captain.  
 GUTHRIE, British steamer, 1,494, P. Helms, 10th Feb.—Sydney 13th Jan., Newcastle 18th, Keppel Bay 20th, Townsville 23rd, Cooktown 24th, Thursday Island 26th, and Port Darwin 31st, General.—Gibb, Livingston & Co.  
 HUPPE, British steamer, 1,845, S. Quall, 9th Feb.—Java 31st January, Sugar.—Butterfield & Swire.  
 INGRAMAN, German steamer, 898, E. Piper, 13th Feb.—Saigon 8th February, Rice.—Wilder & Co.  
 MEXICO, British steamer, 226, B. Branch, 11th Feb.—Borneo 6th Feb., Timber, Rattan, and General.—Butterfield & Swire.  
 NADMA, British steamer, 863, T. Harris, 13th Feb.—Fochow 10th Amoy 11th, and Swatow 12th, General.—D. Laprak & Co.  
 NINGPO, German steamer, 762, Lehmann, 31st Dec.—Canton 31st Dec., General.—Siemens & Co.  
 NURNBERG, German steamer, 3,207, B. Blanke, 6th Feb.—Yokohama 29th Jan., Hogo 31st, and Nagasaki 1st Feb., Mails and General.—Melchers & Co.  
 POLLUX, German steamer, 889, J. Gelsen, 9th Feb.—Saigon 4th Feb., Rice and Paddy.—Tung Kee.  
 PRISTO, German steamer, 815, E. Bohn, 11th Feb.—Touzon, and Holbow 7th February, General.—Siemens & Co.  
 PRIOR, German steamer, 3,000, S. Madsen, 9th Feb.—Hamburg 24th Feb., and Singapore 2nd Feb., General.—Siemens & Co.  
 PROPORT, British steamer, 1,387, W. H. Farrand, 13th Feb.—Saigon 7th Feb., Rice and Paddy.—Arnold, Karberg & Co.  
 SAINT ASAPH, British steamer, 1,196, Wood, 10th Feb.—Singapore and Feb., General.—Shevan & Co.  
 TETAKTOS, German steamer, 1,578, W. Breitang, 9th Feb.—Saigon 3rd Feb., Rice.—Siemens & Co.  
 THAMES, British steamer, 2,101, W. A. Seaton, 13th Feb.—Shanghai 11th Feb., Mails and General.—P. & O. S. N. Co.  
 YOKOHAMA, British steamer, 1,876, F. H. Seymour, 13th Feb.—Yokohama 4th Feb., Mails and General.—P. & O. S. N. Co.  
 WUOTAN, German steamer, 1,016, A. Ott, 9th Feb.—Saigon 5th Feb., Rice.—Wilder & Co.

## SAILED VESSELS.

BANDANIERA, British 4-masted schooner, 1,775, J. G. Jones, 11th Feb.—New York 14th October, Kerosene Oil.—Captain.  
 BIRMA, German bark, 1,430, F. mann, 12th Jan.—Nagasaki 22nd August, Petroleum.—Jardine, Matheson & Co.  
 BVILGA, German bark, 333, E. Ploeger, 9th Feb.—Honolulu 10th January, General.—Wilder & Co.  
 CHARON WATTANA, Siamese bark, 654, G. Koch, 7th Feb.—Bangkok 28th Dec., Wood.—Chinese.  
 CHURCHSTON, British bark, 473, W. Bullin, 24th Dec.—Fremantle 10th October, Sandalwood.—Siemens & Co.  
 COLOMA, American bark, C. M. Noyes, 7th Feb.—Portland 20th Nov., and Honolulu 29th Dec., Timber and Spars.—Captain.  
 GOV. ROBE, American ship, 1,661, Butman, 3rd Feb.—New York 1st Oct., Kerosene Oil.—Jardine, Matheson & Co.  
 HARVARD, American bark, 982, L. A. Colcord, 9th Nov.—Singapore 21st Oct., Timber.—Master.  
 HELEN BREWER, Hawaiian ship, 1,116, A. W. Newell, 24th Jan.—New York 17th June, and Manila 13th Jan.—Order.  
 JOHN BAILEY, American bark, 700, F. P. Shepherd, 16th Dec.—Chico 8th Dec., General.—Master.  
 PAPA, German bark, 748, T. W. Thoen, 27th Jan.—Cardiff 14th Sept., Patent Fuel and Coke.—Order.

## For Sale.

EX P. & O. STEAMER "MANILA."  
 KUPPERS' PILSENER BEER.  
 BREWED BY THE  
 BERGISCHE BRAUEREI GESELLSCHAFT,  
 ELKREYDE, GERMANY.  
 THIS "PILSENER" is the most popular  
 GERMAN BEER in Australia, India,  
 the Cape and South America.  
 Samples at this Office.  
 CALDERCK, MACGREGOR & Co.,  
 Wine and Spirit Merchants,  
 Sole Agents, Hongkong & China.  
 13, Queen's Road,  
 Hongkong, 8th February, 1893. [209]

## THEY LEAD THEM ALL.

THE CELEBRATED  
 CALIFORNIA WINES,  
 from the well-known Vineyards of Messrs.  
 KOHLER and VAN BERGEN, San Francisco,  
 and JULIAN P. SMITH (Oiling) Livermore,  
 California.  
 Guaranteed to be Pure and Unadulterated.  
 Pure BLACKBERRY BRANDY and fresh  
 Cognac, of BARTLETT SPRING  
 MINERAL WATER by each Steamer.  
 Prices forwarded on application to  
 MACONDRAY BROTHERS & Co.,  
 Commission Merchants,  
 No. 32, Water Street,  
 Yokohama, 12th August, 1892. [26]

## FOR SALE.

FRESH BREAKFAST  
 SAUSAGES ..... 35 cents per lb.  
 AUSTRALIAN CORNED  
 BEEF ..... 12 " "  
 Several Boys and Cooks waiting for engage-  
 ment.  
 O. M. ANDERSON,  
 23, Lee Yuen Street East,  
 A few doors from Messrs. Carmichael & Co.  
 Hongkong, 21st January, 1893. [123]  
 FOR SALE.  
 THE GOOD S.S. "PEKIN" and S. S.  
 "KWONG-MO."  
 For Particulars apply to  
 SUI KEE CHAN,  
 41, Bonham Street West,  
 Hongkong, 14th November, 1892. [17]

## Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.  
 TAKING CARGO AND PASSENGERS TO  
 JAPAN, THE UNITED STATES,  
 MEXICO,  
 CENTRAL AND SOUTH AMERICA, AND  
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 THE OVERLAND RAILWAYS.  
 AND  
 ATLANTIC AND OTHER CONNECTING  
 STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.  
 Gaele ..... Tuesday, 28th Feb.  
 Belge ..... Thursday, 30th March.  
 Oceania (via Honolulu) ..... Tuesday, 18th April.

THE Steamship  
 "GAELIC"  
 will be despatched for San Francisco, via  
 Yokohama, on TUESDAY, the 28th February,  
 at 1 P.M. Connection being made at Yokohama  
 with Steamers from Shanghai and Japan Ports  
 to America and Europe.

RATES OF PASSAGE.  
 From Hongkong, First-class.  
 To San Francisco, Vancouver,  
 Victoria, Esquimaux, New  
 Westminster, Port Townsend,  
 Seattle, Tacoma, Portland, O.,  
 To Liverpool and London ..... 325.00  
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 Through Passage Tickets granted to Eng-  
 land, France, and Germany by all trans-Atlantic  
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RATES OF PASSAGE TO OVERLAND  
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DESTINATION.

DESTINATION.	Day Fares	Contin- gents	Tip
Kansas City, Mo., Omaha, Neb.	285.00	291.50	
St. Louis, Mo.	292.50	298.00	
St. Paul, Minn., Minneapolis, Minn.	292.50	298.00	
Chicago, Ill.	297.50	304.00	
Minneapolis, Wis.	297.50	304.00	
Cincinnati, Ohio	302.50	308.00	
Columbus, Ohio	302.50	308.00	
Detroit, Mich.	304.25	310.75	
Cleveland, Ohio	304.25	310.75	
Toronto, Canada	306.50	313.00	
Pittsburg, Penn.	309.25	315.75	
Niagara Falls, N.Y., Buffalo, N.Y.	310.25	316.75	
Washington, D.C., Baltimore, Md.	317.00	323.50	
Montreal, Canada	317.00	323.50	
Philadelphia, Penn.	317.00	323.50	
New York	317.00	323.50	
Boston, Mass.	317.00	323.50	
Portland, Maine	317.00	323.50	

All the above Rates are in Mexican Dollars.  
 Special rates (first class only) are granted to  
 Missionaries, members of the Naval, Military,  
 Diplomatic and Civil Service, to European  
 Officers in service of China and Japan, and to  
 Government officials and their families.  
 Through tickets issued to Passengers booking  
 to Europe or to Overland ports, are good for  
 transportation across the America, Continent,  
 via the Union Pacific Railway System only.  
 Return Tickets.—First Class.—Prepaid return  
 tickets to San Francisco will be issued at fol-  
 lowing rates:—  
 4 months ..... \$337.50  
 12 months ..... \$393.75  
 Time is reckoned from date of issue to date of  
 re-embarkation at San Francisco.  
 Passengers who have paid full fare, re-embark-  
 ing at San Francisco for China or Japan (or  
 vice versa) within one year will be allowed a  
 discount of 10 per cent. from Return Fare.  
 This allowance does not apply to through  
 fares from China and Japan to Europe.  
 All PARCEL PACKAGES should be marked to  
 address in full, and same will be received at  
 the Company's Office until FIVE P.M. the day  
 previous to sailing.  
 Consular Invoices to accompany Cargo des-  
 tined to ports beyond San Francisco, in the  
 United States, should be sent to the Company's  
 Office, addressed to the Collector of Customs,  
 San Francisco.  
 For further information as to Passage and  
 Freight, apply to the Agency of the Company,  
 No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.  
 Hongkong, 9th February, 1893.

## Intimations.

FURNITURE WAREHOUSE.  
 LI KWONG LOONG,  
 CABINET-MAKER AND ART DECORATOR,  
 from Shanghai, has opened a  
 FURNITURE STORE  
 at  
 No. 3, WYNDHAM STREET.  
 WHERE HIGH-CLASS FURNITURE  
 of every description can be made to order  
 in any design required.  
 Has been patronized by the Hongkong Club,  
 Hongkong Hotel, Messrs. A. S. Watson & Co.,  
 &c. and other leading Establishments in the  
 Colony, to whom reference may be made to  
 the Superior Workmanship and Materials of the  
 Furniture, &c., supplied.  
 Messrs. A. S. Watson & Co. write as follows:—  
 We have pleasure in stating that Mr. LI  
 KWONG LOONG furnished the Annex to  
 our Dispensary and gave us every satisfac-  
 tion.  
 (Sd.) A. S. WATSON & Co., Ltd.  
 ORDERS punctually attended to, and  
 CHARGES most moderate.  
 AN INSPECTION INVITED.  
 Hongkong, 27th January, 1893. [156]

SIEN TING,  
 SURGEON DENTIST,  
 No. 10, D'AGUIAR STREET.  
 TERMS VERY MODERATE.  
 Consultation free.  
 Hongkong, 27th September, 1892. [666]

DENTISTRY.  
 FIRST CLASS WORKMANSHIP  
 AND  
 MODERATE FEES.  
 MR. WONG TAI-FONG,  
 Surgeon Dentist,  
 (Formerly attached to the Government,  
 and latterly  
 assistant to Dr. Rogers),  
 HAS REMOVED  
 TO  
 THE BANK BUILDINGS,  
 QUEEN'S ROAD,  
 (Opposite Hongkong Hotel).  
 CONSULTATION FREE.  
 Hongkong, 9th July, 1891. [24]

## Mails.

U. S. MAIL LINE.  
 PACIFIC MAIL STEAMSHIP COMPANY  
 THROUGH TO NEW YORK, VIA OVER-  
 LAND RAILWAYS, AND TOUCHING AT  
 OKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.  
 City of Rio de Janeiro ..... Saturday, 18th Feb.  
 China (via Honolulu) ..... Tuesday, 21st March.  
 Pers ..... Saturday, 8th April.

THE U. S. Mail Steamship  
 "CITY OF RIO DE JANEIRO"  
 will be despatched for SAN FRANCISCO, via  
 OKOHAMA, on SATURDAY, the 18th Feb.,  
 at 1 P.M. taking Passengers and Freight for  
 Japan, the United States, and Europe.

RATES OF PASSAGE.  
 From Hongkong, First-class.  
 To San Francisco, Vancouver,  
 Victoria, Esquimaux, New  
 Westminster, Port Townsend,  
 Seattle, Tacoma, Portland, O.,  
 To Liverpool and London ..... 325.00  
 To Paris and Bremen ..... 345.00  
 To Havre and Hamburg ..... 335.00  
 Through Passage Tickets granted to Eng-  
 land, France, and Germany by all trans-Atlantic  
 lines of Steamers.

RATES OF PASSAGE TO OVERLAND  
 CITIES. FIRST CLASS.

DESTINATION.

DESTINATION.	Day Fares	Contin- gents	Tip
Kansas City, Mo., Omaha, Neb.	285.00	291.50	
St. Louis, Mo.	292.50	298.00	
St. Paul, Minn., Minneapolis, Minn.	292.50	298.00	
Chicago, Ill.	297.50	304.00	
Minneapolis, Wis.	297.50	304.00	
Cincinnati, Ohio	302.50	308.00	
Columbus, Ohio	302.50	308.00	
Detroit, Mich.	304.25	310.75	
Cleveland, Ohio	304.25	310.75	
Toronto, Canada	306.50	313.00	
Pittsburg, Penn.	309.25	315.75	
Niagara Falls, N.Y., Buffalo, N.Y.	310.25	316.75	
Washington, D.C., Baltimore, Md.	317.00	323.50	
Montreal, Canada	317.00	323.50	
Philadelphia, Penn.	317.00	323.50	
New York	317.00	323.50	
Boston, Mass.	317.00	323.50	
Portland, Maine	317.00	323.50	

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 and Connecting Lines, Central Pacific, Northern  
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 San Francisco.  
 For further information as to Passage and  
 Freight, apply to the Agency of the Company,  
 No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.  
 Hongkong, 8th February, 1893.

Passengers by this line have the option of  
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 and Connecting Lines, Central Pacific, Northern  
 Pacific or Canadian Pacific Railways.  
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